



TOWN OF CARRBORO  
NORTH CAROLINA

**TRANSMITTAL**

**PLANNING DEPARTMENT**

**DELIVERED VIA:**  *HAND*  *MAIL*  *FAX*  *EMAIL*

**To:** David Andrews, Town Manager  
Mayor and Board of Aldermen

**From:** Zachary Hallock, Transportation Planner

**Date:** March 5, 2019

**Subject:** Update on Transportation Projects

**Summary**

This document is intended to update the Board of Aldermen on the status of a number of active transportation projects. The Board last received a similar update on October 2, 2018. A link to the previous agenda item may be found at:

<https://carrboro.legistar.com/LegislationDetail.aspx?ID=3690113&GUID=95517225-8985-4106-B563-EF96308A852A&Options=&Search=>

Projects are largely organized in the follow manner: NCDOT Projects, Town Projects, and Bicycle Projects and Planning; this memo retains the project description included in the October report with updated information provided in italics at the end of each section.

**NCDOT Projects**

Estes Drive/North Greensboro Street intersection project (U-5846)

The Board received presentations on the conceptual design for roundabout at the intersection of Estes Drive and North Greensboro Street on May 10, 2016 and September 19, 2017.

Consideration of a request to accept an offer from NCDOT relating to easements for project construction was provided to the Board on May 15, 2018 (meeting materials may be found here: <https://carrboro.legistar.com/MeetingDetail.aspx?ID=571559&GUID=A1B570A7-B73B-4797-AB48-DD36E6952A39&Options=&Search=>) NCDOT advertised the project for construction this summer, but received no bids. They are in the process of reviewing the bid proposal and anticipating rebidding in the near future. The project will be funded and managed by NCDOT.

*Update: Staff currently working with NCDOT to determine the best method for completing construction with the least disruption to local residents, commuters and businesses. This could*

*be a full closure of the intersection, a partial closure--allowing traffic through the work zone with traffic control, or a combination of the two. Town staff (Fire, Police, Public Works, Community and Economic Development, etc.) is reviewing options for detour routes with NCDOT. Additional details will be forthcoming as a detour routing plan is developed.*

Merritt Mill/Franklin/E Main/Brewer intersection project (U-5847)

The Board received information relating to the updated design for proposed improvements to the Merritt Mill/Franklin/E Main/Brewer intersection at its September 4, 2018 meeting. The new design focuses on enhancements to bike/ped infrastructure rather than capacity improvements for vehicles. NCDOT would manage and fund the project in its entirety (no local match). The highway project programmed as U-5847 would be removed from the STIP. The Board has approved a resolution supporting NCDOT investment in this location so that construction could move forward in a timely manner.

NCDOT indicated at the September 12<sup>th</sup> DCHC MPO Board Meeting that the design should be finalized in the near future and, that a NCDOT representative could attend a Town Board meeting to provide an update with additional details on the project design, if desired, with a target meeting date in October.

*Update: A representative from NCDOT presented an update to the Board on December 4, 2018. (Meeting materials may be found here:*

*<https://carrboro.legistar.com/LegislationDetail.aspx?ID=3767378&GUID=5EEC0515-3187-423A-8F93-8C2761E61A8B&Options=&Search=>) Town staff met with the owner of Carolina Carwash and with the business owners of Al's Garage, prior to the December meeting, to inform them of the proposed changes to the intersection and the potential for minor impacts to their operations/property. Subsequent to the Board's meeting, NCDOT met on site with the owner of Carolina Carwash to discuss in more detail the specifics of the design, the preferred location of driveways on East Main and Brewer Lane and possible ways to improve stormwater management along Brewer Lane. Construction is anticipated to begin in May and to conclude in August, coinciding with UNC's summer break and NCDOT's scheduled resurfacing for Franklin Street and parts of East Main Street.*

*New: NC MOVES 2050 – NCDOT Strategic Long-range Transportation Plan*

*NCDOT is currently conducting a long range, statewide transportation plan to better guide North Carolina's transportation policy and investment to 2050 and beyond. For information on the planning process, to submit public comments, or details on other public engagement opportunities see the links below.*

*Plan Homepage: <https://www.ncdot.gov/initiatives-policies/Transportation/nc-2050-plan/Pages/default.aspx>*

*Public Comment Map: <https://vizmaps.wspis.com/2050plan/crowdsourcemap>*

*Other Public Engagement Opportunities: <https://www.ncdot.gov/initiatives-policies/Transportation/nc-2050-plan/Pages/public-engagement.aspx>*

## **Corridor Studies**

### NC 54 West – Corridor Study and TIP Projects

The Board received a presentation on the draft report on October 16, 2019. Information relating to the study including public information meeting materials are available at the project website: <http://www.nc54west.com/>

*Update: Staff have coordinated with the DCHC MPO to develop an additional scope of work to better respond to the initial questions from Carrboro's MPO Board liaisons such as projected traffic volumes, origins and destinations, particularly on the section of NC 54 in Carrboro's planning jurisdiction. Staff will schedule a future presentation to the Board once this additional work is complete.*

Two STIP projects were identified along this corridor as part of Prioritization 5.0 (2020-2029 STIP).

- R-5821A: NC 54 from Orange Grove Road to Old Fayetteville Road
  - This project largely consists of intersection capacity improvements (turn lanes, signal timing) along the length of the corridor.
- U-6071: NC 54 from Old Fayetteville Road to W Main Street
  - The focus of this project is to provide traffic operations/capacity improvements for the Old Fayetteville/NC 54 intersection, but Town and NCDOT staff have discussed expanding the scope of the project to include the West Main/James Street intersection, and the section of NC 54 in between. The sidepath along NC 54 from Main/James Street to Anderson Park has also been discussed as a possible bike/ped enhancement to the project. Funding for the sidepath, if included, would likely come from the bike-ped project submitted by the Town as part of P5.0; the amount (percentage) of local match for the sidepath, if constructed as an enhancement to a highway project, has not yet been determined.

A scoping meeting to discuss these projects was held in June, 2018. The current schedule for R-5821A is ROW 2020, Construction 2022, and Completion 2024.

*Update: U-6071 was not identified for funding in the draft 2020-2029 STIP, and as such, this item will be removed from future reports.*

### NC 54 between Old Fayetteville Road and Columbia Street (Chapel Hill)

In January 2018, the Carrboro Planning and Police departments sent a letter to NCDOT in support of a request from Chapel Hill to conduct a corridor on NC 54, between Old Fayetteville Road and Columbia Street with a focus on bike-ped safety, particularly with regard to access to transit. NCDOT met with police and transportation staff from both towns to discuss a project scope and are in the process of finalizing the scope of services to engage with a consultant.

*Update: NCDOT has contracted with VHB Engineering to perform data collection and safety analysis for this corridor, which will run from Old Fayetteville Road in Carrboro to Manning*

*Drive in Chapel Hill. A kick-off meeting was held on January 30, 2019 which included an overview of the project corridor, and an initial site visit by the project team to key intersections along in order to make initial observations. Additional information and opportunities for public involvement will be provided as the project develops.*

## **Town Projects**

### **East Main Street Study**

East Main Street is on NCDOT's upcoming schedule for resurfacing, providing an opportunity to revisit the current cross section of the street from Weaver Street to Rosemary Street. The engineering firm Stantec (on the DCHC MPO on-call services list) has been engaged to analyze the feasibility of an alternative cross section that would include bicycle and pedestrian improvements; this is the same firm that is designing the intersection improvements at Merritt Mill/Franklin/E Main/Brewer Lane. Public outreach and final design would only proceed if NCDOT approval for the modification is received. The contract is being finalized and a meeting with Stantec, Town staff and NCDOT is being scheduled to discuss the parameters of the analysis. NCDOT is aware of the Town's interest that the findings from this analysis, if deemed feasible, be considered prior to the resurfacing. Modifications to the scope of the intersection improvements at E Main/Brewer Lane may also affect the timing of the resurfacing for this section of East Main Street.

*Update: Stantec has completed projected volumes for the corridor and has sent them to NCDOT for review. Staff is working with Stantec and NCDOT to complete the remaining aspects of the operational analysis and to develop design alternatives for a new pavement plan for public input, with the target timeline of coinciding with the May 2019 resurfacing schedule. NCDOT has indicated that resurfacing for the eastern section of the Franklin-East Main Street corridor could be postponed to May 2020 to accommodate the Town's interest in a revised pavement plan should additional time be needed to complete the analysis.*

### **Jones Ferry Road – Protected Bike Lanes (Possible Pilot Program)**

Town staff have been working with NCDOT to identify potential treatments for protected bike lanes on Jones Ferry Road, an interest identified as part of the Spot Safety Improvement Project for the corridor. Staff from NCDOT's Bicycle and Pedestrian Division have discussed options, (which may include possible funding) for the effort to be expanded into a pilot project for establishing protected bike lanes treatments that could be replicated throughout the state. To date, discussions with Public Works and NCDOT have focused on concerns over cost, maintenance, snow clearance, and transit operations. Staff have currently identified a set of potential treatments based on the NCDOT approved products list which could be utilized to create a protected bike lane. Public input for the ideas developed during this process could be rolled into the outreach for the Bike Plan Update, or pursued on a separate timeline. Additionally, this project would represent new ground for NCDOT as there are currently no state-maintained facilities with protected bike lanes, thus any results gleaned from this pilot project would be used to inform NCDOT design guidelines for protected bike lanes throughout the state.

*Update: Staff have finalized a set of treatments identified from the NCDOT approved products list and are coordinating with both NCDOT Division 7 and NCDOT Division of Bicycle and Pedestrian Transportation to identify potential funding opportunities to support this pilot program. Staff anticipates discussion of these treatments as part of the Comprehensive Bicycle Transportation Plan update.*

#### Bike Loop Detectors (U-4726-DF)

Staff advertised the bike loop detectors last October but did not receive any bids. After learning of the schedule for resurfacing along Main Street, staff discussed different options to completing the project as part of the repaving process or as part of signal maintenance. After reviewing the project with FHWA and NCDOT as part of a federal audit, the Town was directed to advertise the project for a second time.

*Update: Staff has prepared updated bid materials and is working with the Finance Department to schedule readvertisement.*

#### Homestead Road-Chapel Hill High School Multi-Use Path (U-4726-DE)

Staff is working with the CEI firm to finalize a punch list and begin the remaining work on the project. The final plantings are scheduled for installation during the fall planting season, typically around November. A future spur linking the multi-use path to Claremont South is also in the works and once completed will provide a direct connection to residents living along the south side of Homestead Road in Claremont South and neighboring residential subdivisions, such as Wexford, Williams Woods, Cates Farm, and heading toward downtown Carrboro.

*Update: Project is nearing closeout, staff are completing final review of project punch list. Staff is also in contact with the Zinns regarding the schedule for constructing the southern spur to the multi-use path from Claremont South and will provide additional updates when available.*

#### Morgan Creek Greenway (EL-4828A)

The Town submitted the project proposal (plans, specification manual and engineer's estimate) for Phase 1 of the greenway to NCDOT on September 14<sup>th</sup> for construction authorization, and has received notice from NCDOT that authorization was approved. Staff has also worked with NCDOT and the DCHC MPO staff to move the TAP-DA funds allocated to Phase 2 of the greenway to Phase 1, so that the money can be allocated to construction prior to the scheduled rescission in September 2019.

*Update: Construction authorization has been received, a Request for Letter of Interest for Construction Engineering & Inspection (CEI) services has been submitted to NCDOT for review. Staff is working with the design engineer to complete final adjustments to plans and project manual. Staff has also reached out to the HOA presidents for Berryhill and the Canterbury Townhomes to set up a neighborhood meeting to provide an update on the project and anticipated construction schedule.*

#### Jones Creek Greenway (C-5181)

Staff advertised for engineering design services late last year and subsequently identified a recommended firm. NCDOT has approved the firm and their estimate for the scope of work for the project. Staff is preparing a draft contract for NCDOT approval. Once executed, design services will be underway, starting with a kick-off meeting for outreach. The project is funded entirely with CMAQ money. The estimate has come in over the amount earmarked for design services, and staff has been working with NCDOT and DCHC MPO staff to shift some the funds programmed for construction to design in order to keep the project moving forward. CMAQ funds are also scheduled for rescission. The DCHC MPO Technical Committee has been reviewing different strategies to ensure that projects underway or shovel ready—receive existing funds and that the remaining projects are positioned to request/receive CMAQ funds with the upcoming call for projects.

*Update: A kickoff meeting was held on Wednesday, January 30<sup>th</sup>. Staff are working with the consultants to identify dates for series of public drop-in sessions and presentations to the Board of Aldermen. Assuming that the project can proceed with a No-Rise, (no CLOMR needed), the anticipated schedule would be to provide updates at the following intervals of the design: 15% Design – 3/26 or 4/2, 30% Design – 5/7, 60% Design – 6/18. Planning department is also coordinating with the Police and other departments regarding the potential for safety concerns associated with a greenway that links to school, with a meeting date tentatively scheduled for the week of March 4<sup>th</sup>.*

#### Estes Drive Corridor Study and Bike/Ped Improvements (EB-5886)

Town staff is working with NCDOT and the Town of Chapel Hill to determine the project scope for bike/ped improvements along this corridor. The project has been split into separate projects (A & B) to allow each Town to execute a municipal agreement with NCDOT directly, provides more flexibility with regard to scheduling. Carrboro Planning staff is working with the Town attorney to prepare a draft agreement with GoTriangle to receive transit plan funds, including funds to proceed with the corridor study. The corridor study is intended to help inform the design of the western portion of the Estes Drive corridor for a seamless connection with the future roundabout at North Greensboro Street and sensitive design within the tight right-of-way between North Greensboro Street and the Wilson Park Greenway. It is anticipated that design and right-of-way acquisition would be managed by the towns and construction managed by NCDOT.

*Update: Staff anticipates beginning a corridor study in FY2019 in order to best determine the interface between Chapel Hill and Carrboro sections of the project, as well design considerations related to the Estes Drive/N Greensboro Roundabout.*

#### South Greensboro Street Sidewalk (C-5650)

The Town has received a municipal agreement from NCDOT and is in the process of preparing a RFLOI for NCDOT approval to beginning advertising for design services.

*Update: Staff has received initial approval of a draft Request for Letters of Interest (RFLOI) for design services from NCDOT. Planning staff is working with the Finance Department to schedule advertisement.*

Main Street Sidewalk

As part of the development of the updated Durham and Orange county transit plans, the Town submitted a capital project request to construct a sidewalk along West Main Street between Fidelity Street and Poplar Street. Staff requested delaying the funds for the Main Street project to a later fiscal year in order to receive funds for the South Greensboro Street sidewalk in an earlier fiscal year. Correspondence between GoTriangle and the Town, to that effect, provided sufficient confirmation that funds would be available for the South Greensboro project—allowing the Town to proceed with the process of initiating a municipal agreement with NCDOT.

Barnes Street Sidewalk (EB-5890) & Jones Ferry Road Sidewalk (EB-5880)

The Barnes Street and Jones Ferry Road sidewalk projects were programmed for funding in the 2018-2027 STIP. Staff has requested that the start date of these two projects begin in FY 2022, anticipating a schedule of design in FY 2022, ROW acquisition FY 2023 and construction FY 2024. The proximity of the two projects offers an opportunity to seek one contractor to construct both projects if such an arrangement provides an economy of scale benefit.

SPOT 5.0 Local Projects Scoring/Points Allocation

- Old NC 86 Bike Lanes – Current SPOT methodology resulted in very low scoring such that this project (neither the Highway or Bike/Ped versions) is unlikely to receive funding
- Seawell School Road Bike/Ped connection – The version of the project with a multi-use path scored better than bike lanes and may score high enough to receive funding. Staff anticipates that the DCHC MPO Technical Committee will recommend allocating local points to this project.
- NC 54 Sidepath (Main St to Anderson Park) (This project may be incorporated as part of the TIP project U-6071 as noted above).
- NC 54 at Old Fayetteville intersection improvements (U-6071 this project was included in the June 2018 scoping meeting with NCDOT and has received some analysis as part of the NC 54 West Corridor study.

*Update: Projects were submitted through the SPOT 5.0 prioritization process for funding in the 2020-2029 STIP. An update on the draft 2020-2029 STIP was presented to the Board on February 19, 2019. Of the projects listed above, only the NC 54 sidepath was identified in the draft STIP for possible funding. Per the Board's direction, the remaining projects will be submitted to the SPOT 6.0 process for considering in the next STIP 2022-2031. Agenda materials from the February meeting may be found at:*

<https://carrboro.legistar.com/LegislationDetail.aspx?ID=3863585&GUID=2B1E4391-C99C-4E45-9B2A-8EDA86C3BBEC&Options=&Search>.

**Bicycle Projects and Planning**Bicycle Transportation Plan Update

Town staff have worked over the summer to review and execute the grant agreement to NCDOT to receive funding for the Bike Plan update. A Request for Proposals (RFP) has been finalized, planning and finance staff are currently working to set a date to advertise that RFP. The planning process for this update should also provide an opportunity to facilitate a broad public input

process aimed at seeking citizen feedback on a number of different transportation projects in addition to the plan update.

*Update: The first steering committee meeting was held on Thursday, February 28. This meeting covered project scope, overview of existing conditions, review of the 2009 plan vs expectations for the 2019 plan, and the initial public outreach strategy. Future steering committee meetings will be held on Thursday, March 28; Thursday, May 30; and Thursday, June 27. Additional information related to the Bicycle Plan and recordings of the Steering Committee meetings will be made available a project webpage which is currently under development.*

### Bicycle Friendly Communities Application

This summer, town staff worked to complete the latest iteration of the Bicycle Friendly Communities (BFC) application. Upon nearing the deadline, staff spoke with the BFC program manager regarding the application and other administrative issues which might affect our current status. It was indicated that while our present Silver-level designation technically only runs through 2018, there is a leeway period allowed so long as an application is submitted during the next year. It was staff's understanding, based in part on that conversation, that having a complete (or nearly completed) Bike Plan update would significantly strengthen the application. With that in mind, staff's intention is to submit the formal BFC application in the fall of 2019 to ensure the best opportunity to reach Gold-level status.

*Update: Staff continues to be in communication with the BFC staff to coordinate the submission of the Town's application with our progress on the bicycle plan update and the design of small-scale bicycle demonstration pilot infrastructure projects and potentially permanent infrastructure projects.*

### Other Bicycle Infrastructure Projects

#### Pathway Drive Bike Boulevard

Since the Board last received an update on this project (November 21, 2017), staff has been working with the Town Engineer to develop a series of conceptual designs ('typicals') which could be used to seek public input. These 'typicals' represent simple landscaped bump-outs, chokers, and chicanes which will serve to calm traffic along Pathway Drive. In addition, sharrows would be added along the length of the street to better indicate that bicycle traffic should utilize the full travel lane. This option allows for the conversion of the existing cross sections (which includes bike lanes) to include elements of a bike boulevard; overall automobile speeds should be slower but would allow on-street parking to occur in some locations due to the new bump-outs and chokers.

*Update: Town engineer has developed conceptual level typical sections of potential traffic calming measures to use along the corridor. These could be chicanes, bulb outs, or curb extensions all of which would also provide opportunities for stormwater improvements as well.*

#### Cobblestone Colfax Connector

The existing 5-foot wide sidewalk between the cul-de-sacs on Colfax Drive and Cobblestone Drive creates a bike/ped connection between the cul-de-sacs on Cobblestone Drive and Colfax



Drive. Based on the surrounding network of bike/ped connections (the cut through from Colfax Drive to Claremont Drive, the newly opened Homestead Road-Chapel Hill High School Multi-Use Path (Bolin Creek Greenway Phase 1B) and the other planned improvements (traffic calming along Cobblestone Drive) upgrading the sidewalk to a wider multi-use path could serve to create a Bike Boulevard route from Hillsborough Road to Homestead Road. Town staff reached out to residents for comment on the idea of widening the path in September, and initial survey work is underway to determine how wide a potential path could be made as well as other details.

*Update: Town engineering currently developing design and cost estimates.*

Other, smaller, bike infrastructure projects have been identified for analysis and may be easier to implement either as part of the update to the Bicycle Plan or as standalone projects include:

- Roberson Street/Libba Cotten – Provide guidance to cyclists as they merge from the bikeway into street traffic.

*Update: Staff are working with the Town Engineer to develop a conceptual design for this intersection.*

- Shelton Street/Carrboro Elementary – Provide guidance to cyclists who are travelling in the opposite direction of traffic on Shelton Street in order to access the elementary school.

*Update: Staff have received numerous comments regarding the volumes of wrong way cycling on Shelton Street. Initial measurements indicate that pavement width on Shelton Street is wide enough to provide dedicated space for cyclists, but the geometry of its intersection with Hillsborough Road is challenging both due to crosswalk locations and vehicle turning paths. Staff are working NCDOT to determine what options may be available in this location.*

- *New: E Poplar Ave: Staff is exploring a pavement marking opportunity related to comments received of wrong way cyclists and interest in a designated bike route here as well.*

### Bike Share

Staff continues to work with the Town of Chapel Hill and others to discuss bike share opportunities, to meet with possible vendors and to consider possible collaborations, and to monitor the program in Durham where bike share companies are required to get a permit. The Transportation Advisory Board has also discussed bike share at several points over the past few years.

*Update: Following a report to the Board on February 2, 2019, Town staff continues coordination with Chapel Hill and the University of North Carolina on issues related to Bike Share and other Shared Active Transportation solutions. Agenda materials may be found at: <https://carrboro.legistar.com/LegislationDetail.aspx?ID=3851751&GUID=7B467DB8-085A-4ACE-9F56-E0DCFE4CF395&Options=&Search=>*

### **Residential Traffic Calming**

Planning staff have coordinated with Public Works over the summer to perform test runs for collecting traffic count data. While the purpose of this testing period was to ensure that all staff were familiar with the methodology, technical difficulties were encountered with the traffic counter equipment. IT staff is in the process of purchasing replacement counters. Once received and tested, staff will begin the analysis portion of residential traffic calming requests starting with the Cobblestone Drive request.

Over the summer, a graduate student intern worked with Planning Staff to evaluate the adopted Residential Traffic Management Plan and identify possible improvements to make the program work more smoothly.

*Update: Staff have completed traffic counts and analysis steps outlined in the residential traffic management plan for the request related to Cobblestone Drive. A staff report is currently being developed for presentation to the Board later in March. Additional traffic calming requests are being processed as they are received. Staff is also working to set up a framework to collect traffic speed/volume counts throughout Carrboro to better understand vehicle travel on streets in Town.*

*Lloyd Farm/Plantation Acres Data Collection: A condition of the rezoning for the Lloyd Farm project was for the developer to prepare a new Transportation Impact Analysis (TIA) with updated traffic counts. The Town will also be conducting additional speed/volume counts to establish a more comprehensive understanding of the current traffic conditions and driver behaviors in Plantation Acres to inform possible traffic calming measures.*

### **Citizen & TAB Bike/Ped Safety Requests**

In July, Town staff held a detailed and productive meeting with NCDOT representatives regarding the bike/ped safety requests, with a particular focus on crossings along Homestead Road by Claremont and locations along North Greensboro Street. NCDOT identified possible infrastructure improvements such as signage and lighting for short-term enhancements as longer term items such as lane modifications which would require analysis.

*Update: Staff are developing a comprehensive listing of identified locations where safety concerns have been commented on by citizens, the TAB, or from staff observations. Data is being compiled related to these locations including traffic volume & speed, bike/pedestrian volumes, crash data, status in local plans (Bike Plan and SRTS), cost estimates, and potential funding sources. This data will be used to evaluate possible improvements in relation to NCDOT guidance and to prioritize among these improvements deemed feasible.*

### **Slow Zone**

Staff met with NCDOT staff to discuss the concept of a slow zone in the downtown area using a combination of signage and infrastructure improvements that would provide cues to drivers to slow down. Staff plans to circle back to NCDOT to discuss more specific design proposals this

fall. Informational signage developed as part of the Wayfinding project should dovetail nicely into the Slow Zone program.

*Update: The Transportation Advisory Board has been working to develop a Downtown Slow Zone policy, which will outline the aspirational vision of enhancing the downtown experience, particularly the bike-ped experience. Once completed, staff will work with NCDOT to evaluate the feasibility of implementation on NCDOT streets and with Public Works staff regarding possible modifications to the Town network to realize the vision. Staff has begun and will continue to collect speed/volume data on downtown streets to gain a better understanding of current conditions and to help inform what type of modifications would lead to desired change in behavior. Opportunities to create a slow zone in phases and in collaboration with the wayfinding project will also be explored. Staff will provide updates to the Board as work progresses.*

### **Road to Zero**

Staff is evaluating what it would take to make a commitment to achieve the designation and to pursue those activities.

### **Safe Routes to School Implementation Committee**

Staff has reviewed the existing make-up of the implementation committee and has developed a draft description of a revised committee, based on Board comments in June. Discussion with the Active Routes to School Regional Coordinator, and the Town Attorney for input and refinement is still underway.

*Update: Staff is preparing town code amendments which will revamp the committee as a subcommittee of the Transportation Advisory Board, and provide voting rights to students participating on the committee. As currently drafted, the restructured SRTS Implementation Committee would meet quarterly; staff would meet and/or provide updates to school representatives (typically principals) during separate, bi-annual meetings or as otherwise needed. Staff anticipates bringing the draft town code amendments to the Board later this spring/summer.*

### **Update: Transit Projects**

*Short Range Transit Plan: Staff are coordinating with Chapel Hill Transit to bring a presentation on the proposed service changes under the Short Range Transit Plan to the Board before the end of March.*

*North-South Bus Rapid Transit: Work is ongoing.*